The Palais Royal.



HE best Candy at 25c pound, the best Ice Cream at 10c plate, the best Soda at 5c glass. Such are to be the specialties of the Palais Royal's new Confectionery Department. "Opening" tomorrow. With best materials only, with experts to manipulate them, with newly modern fixtures, with every latest aid to cleanliness and comfort, this basement corner is to be one of the popular features of the Palais Royal.

Soda, 2c per Glass Tomorrow.

To commemorate the "Opening" of the new Soda Fountain and the enlarged and improved quarters. Best of 5c Soda at 2c per glass. Syrups:-Lemon, vanilla, sarsaparilla, raspberry, strawberry, pincapple, ginger, crange, nectar, chocolate, red orange, cherry, peach and grape. Best syrups, best soda, new fountain.

New Autumn Costumes.

"Opening" on third floor. The correct Paris and London styles. Note the smaller sleeves, the double skirt effect, the one plait back, the many rows of stitching instead of trimming. Astonishing little prices.

\$15 for Suits baving all the appearance of \$40 to-order gowns. Materials are English Homespuns and Venetian Cloths. Choice of fly-front jacket and box coat, silk or satin lining. The skirts with nine rows of stitching give a double effect. Sizes 32 to 42, in blues, castors, tans, browns, black and Oxford gray.

\$10 for Cheviot and Covert Cloth Suits, with fly-front and tightfitting jackets and new cut skirt.

\$20 for English Broad-cloth Suits, in Redfern effects. Only \$16.50 for Tailor-made Venetian and Cheviot Suits. All newly correct autumn



The New Autumn Dress Goods.

The Suits are here to guide you and your dressmaker....The dress materials are here at special prices....The time to wear an autumn dress is close at hand....Why not make selec-

86c instead of \$1 yard for the new Golf Plaids, 58 inches wide. will be scarce, even at \$1 yard. 75c and 85c yard for the new 54 and 58-inch

Oxford Chevlot, the best wearing material created,

\$1.68 yard for \$2 qual-ity Camel's Hair Cheviot, 54 inches; sponged and shrunk, for tailor suits.

44c for 50c Cloths.

Attention is asked not so much to the special price as to the variety and beauty of designs and colorings in there new autumn Camel's Hair Plaids, Fancy Velours and Venetian Cioths, Styles for ladies' and children's waists, skirts and complete costumes, only 44c yard. Nothing for the services of expert cierks, who know the secret of making them up in new autumn effects.

\$1.00 yard for \$1.25 quality Whipcord Tailor Suitings. Only \$1.50 and \$2 yard for the double-faced cloths, with plaid

75c yard for \$1 quality Black Venetian Cloth, 51 inches wide.

590 yard for 68c quality Black Taffeta Silk. 68e for 75e and 75e for 89e quality.

Summer Goods Sacrificed



The departments for Undergarments contain the most popular bargains. Many ladies prefer lightweight cotton or cambric underwear at all seasons.

65c for \$1 Cambric and Light-weight Muslin Night Gowns, Skirts, Chemises, Drawers and Corset Covers, Regular patrons know of the Palais Royal's \$1 undergarments, and will gladly profit by this opportunity.

42c for the 50c Gowns, Drawers, Corset Covers and Chemises; cambric and muslin, lace and embroidery trimmed. To those who have not yet learned of the Palais Royal's 50c undergarments we write:—The materials are superior, the trimmings will wash, the sizes are full, the finish is neat. Tens of thousands of Washington ladies will verify this statement.

Bargains on Fifty Tables.

All departments on all five floors are represent Summer goods are thrown on these tables, the contents of which change daily. Hardly safe to advertise them. A two hours' siege often empties a table. Call early for the following:

21c for Light - weight Hose, some worth 35c. See the "Onyx" Black Liste Stockings, with double

25c for 50c "Oneita" Union Suits, Ribbed Tights, Silk Vests, in white and colors. And Garters

The Latest Arrivals.

EDGEWOOD CAMEO, the latest ornament for the home. Only 121/2c and 21c for pieces that you can't help admiring. Ask for them in Stationery Department....And see the Jewish New Year Cards. Christians will find they contain the "one touch of nature that makes the whole world kin"....And here is David Harum, the most popular book of the day. Cloth bound.

The Palais Royal,

MAKE SICK PEOPLE WELL.

DOCTOR MARTIN'S

10 REMEDIES-10.

NOT CURE-ALLS.

A SEPARATE CURE FOR EACH DISEASE.

Different Cures for Different Diseases.

De	Martin's	Aathma	Cure		100
Dr.	Martin's	Asthma	Inhalan	t	.10c.
Dr.	Martin's	Baby Co	are		.10c
Dr.	Martin's	Bladder	Cure		.10c
Dr.	Martin's	Blood a	n-1 Skin	Cure	.10e
	Martin's				
Die	Martin's	Cathart	to		100
1300	Martin s	Catoral			100
Dr.	Martin .	Cutarin	ure	****	. 10C
	Martin's				
Dr.	Martin's	Cholera	corbus	Cure	.10e
Dr.	Martin's	Cholera	infantu	m Cure	100
De	Martin's	Cold an	d Grinne	Cure	160
Die	Martin's	Croun !	Torne.		100
T	Martin	Chilly .	mre		.100
	Martin's ria Cure.				
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*	Martinia	THE			
Dr.	Martin's	Diarrho	en and I	Jysenter	y

Dr. Martin's Erystpelas Cure10c.
Dr. Martin's Female Cure 10c
Dr. Martin's Female Tablets 10c
Dr. Martin's Fever Cure10c.
Dr. Martin's General Debility Cure10c.
Dr. Martin's Gonerrhoen Cure 10c.
Dr. Martin's Hoarseness Cure10c.
Dr. Martin's Hendache Cure10c.
Dr. Martin's Heart Cure10c.
Dr. Martin's Invigorator10c.
Dr Martin's Kichey Cure 10c.
Dr. Martin's Liver and Constipation
Cure10c.
Dr. Martin's Measles Cure 10c.
Dr. Martin's Nerve Cure10c.
Dr. Martin's Neuralgia Cure10c.
Dr Martin's Rheumatism Cure10c.
Dr. Martin's Sore Throat Cure10c.
Dr. Martin's Worm Cure10c.
Dr Martin's Whooping Cough Cure10c.
The state of the cough Cure 10c.

DRUGGISTS' EVERYWHERE.

E. B. WARREN & CO., COR. 27TH AND H STS. N.W.

LYBLACK JAPAN VARNISH, unexcelled for
bollers, smokestacks, roofs, railings and all ironwork. ROOFING and PAVING PITCHES.

1-ply 2-ply ROOFING PAPERS. 8-ply NEW TREATY WITH GERMANY.

First Arrangements for Parcels Post Made With Any European Country. The first parcels post convention between the United States and any country in Europe was accomplished Saturday, when Postmaster General Smith and the special German, envoy, Baron von Mumm, signed a convention between the United States and Germany. It will go into operation on the 1st of October and will inaugurate a postal

service by means of which articles of mer-

chandise may be exchanged between the two countries, provided the packages do not exceed eleven pounds in weight. The postal rates from the United States are fixed at 12 cents for each pound or fraction of a pound. The rate in Germany on parcels for the United States is fixed at 2 marks and 40 pfennigs per parcel, whatever its weight, but a reduced rate of 1 mark and 60 pfennigs may be adopted for a parcel not exceeding in weight one kilogram.

Philippines for England. The Politische Correspondenz of Vienna says that a deputation of American mer-

chants from Manila has gone to Washing ton to promote a scheme for ceding the Philippines to Great Britain.

Special prices on Parlor Tables, beginning at 69c.—Hoeke's clearing sale.—Advt.

CARS DEMOLISHED

Costly Accident on Georgetown and Tenleytown Road.

RAPID FLIGHT OF LOADED COAL CAR

Runs Down Incline and Crashes Into Passenger Coach.

THRILLING INCIDENT

A car ran away Saturday afternoon, a few minutes after 5:30 o'clock on the Georgetown and Tenleytown electric road causing a smash-up. The car was loaded with five tons of bituminous coal, and it seems almost miraculous that no loss of life attended the incident. As it was, the greater part of the damage done was suffered by the railroad company, one of the open cars of the Glen Echo-line, No. 12, beng completely wrecked, the coal car demolished and two other cars slightly damaged.

The runaway occurred on 32d street. Th can ran a distance of considerably over a mile, which was covered in less than one minute's time. At this frightful speed the car crashed into car No. 12, which was standing in front of Weaver's meat store. southeast corner of 32d street and Dumbarton avenue. The crash was heard a distance of several squares. Within five minutes after the run-in the street was blocked with people, expecting to find the mangled remains of unfortunate passengers, but in this every one was most pleasantly disappointed.

It took a force of repair hands over two hours to clear the tracks of the debris and

hours to clear the tracks of the debris and right the telescoped cars as much as could be under the circumstances. So great had been the impact that car 12, which was standing with brakes on, was thrown backstanding with brakes on, was thrown back-ward squarely on the track, a distance of thirty or forty feet. Large lumps of coal were scattered in every direction, and the roadway of both sides of the street at the point of the accident was covered with coal dust, in some places being fully six inches deep. A good part of the load of coal was deposited upon the wrecked pas-senger car, the greater part piling into the end of the car the farthest from the point of contact. point of contact.

Crowded With Passengers.

Car No. 12 was crowded with passengers ve seconds before the run-in. According to the statement of the conductor, Milton Riley, there were about forty people aboard, a number of whom were women. It took just about three seconds to empty the car, and so hasty was the flight of some that they left their bundles behind. Some of the women passengers left their pocket books on the seats upon which they sat, thinking of nothing but their own safety. There was no time to spare. Some of the passengers had only gone as far as the curbstone when the crash came, and they were struck by flying lumps of and they were struck by flying lumps of coal, while the black dust almost complete-

ly enveloped them.

The coal car, which caused all of the damage, had only preceded car No. 12 by a few minutes, being attached to the rear of car No. 9, a double truck affair, which with the coal, was bound for Glen Echo Its flight commenced on what is known as "pole hill." the steep grade beyond the power house of the company on 32d street, and a short distance above the Tunlaw road. When the flying coal freight passed by the power house a telephone message was immediately sent into Georgetown to O'Donnell's drug store, at 32d and O streets, but by the time the message was received the car had passed the point, and the crash had occurred.

Warnings of the runaway were sent ahead by word of mouth. People who saw it flying over the tracks shouted to others ahead of them. Women who happened to see it shrieked a warning, all fearing fatal results. The car passed successive points so quickly that several seconds elapsed before any one could realize what it was. Coming down the steep grade on 32d street, all that Its flight commenced on what is known as

down the steep grade on 32d street, all that could be seen was a mass of dust. It re-sembled the oncoming of a tornado or cyclone, and along the course of its wild run it left a layer of coal dirt and dust. As Lieutenant Swindells expressed it, a race horse on a finish, faintly resembled the

Car No. 9, which hauled the coal car, left 32d and M streets a few minutes after 5 o'clock, being some minutes behind time. The coal car was loaded on 32d street be-The coal car was loaded on 32d street be-low M street, according to the usual cus-tom. The passenger car was in charge of Motorman C. A. Skinner and Conductor Warren Jingle, while Ira Hirleman was in charge of the brake of the coal car.

Brakeman's Statement. According to the story of Hirleman, told to a Star reporter, the passenger car could not draw the coal car up the steep hill north of the power house. It was accordingly decided to cut it loose and run it back to the switch at the power house, letting some other car with more power take it to Glen Echo. Hirleman stated that he put Glen Echo. Hirleman stated that he put the brakes on, and the attempt was made to cut the coal car loose from the passenger car. This could not be done, and he released the brakes and applied them again. The coupling was pulled out, and just at that time the chain broke and the car started down the steep declivity. From this point to the place of the run-in is practically one immense hill, the only up grade being one square, extending from V to U street. After the car started an attempt was made to check it, but, finding his efforts futile. Hirleman jumped off to save himself and let the loaded car go.

Car No. 12, which was wrecked, left the was hade to check it, but, linding his elforts futile, Hrieman jumped off to save himself and let the loaded car go.

Car No. 12, which was wrecked, left the Georgetown terminal a few minutes before the accident. Attached to it was car No. 100, which is used as a freight car. As before stated, there were about forty passengers aboard, nearly all of whom were suburban residents, going home with small bundles, purchases made in town. The freight car stopped at several places along the line and took on goods and marketing for people out in the county. Astop was made in front of the branch of the Great Falls Ice Company, at 1327 32d street, and Geo. Allen, the manager, was engaged in placing ice on the freight car when the crash came. He had placed all but one or two pieces of the ice on the freight car. Being behind He had placed all but one or two pieces of the ice on the freight car. Being behind time, the employes of the car were in a hurry to proceed, but it afterward proved that had the car not been detained loss of life would have resulted. The motorman would not have had time to stop his car had it been moving, and some of the pas-sengers could not have escaped, so quickly did the crash follow the first appearance of the runaway in the distance. Schneider, as conductor. The fares of car No. 12 were being collected during the wait, and Conductor Riley had rung up ten tickets and four cash fares before the run-

of the runaway in the distance The car was in charge of Henry Vogt, as motorman, and Milton Riley, as conductor, while the freight was in charge of John

away was sighted. When the Crash Came.

As the cars came together there was a oud sound of crashing timbers, and one large piece of splintered wood, about two feet in length, and perhaps six inches square, went sailing westward and crashed through the large window of Carter's barber shop. Another block of wood went through the large plate glass window of Weaver's store, east of the scene, while pieces of flying wood and coal lodged on shelter sheds and the roofs of nearby

The runaway car in its flight twice crossed the tracks of the Metropolitan railroad. A few seconds after the car passed 32d street and Dunbarton avenue, a

passed 32d street and Dunbarton avenue, a Metropolitan car rounded the curve. At 32d and P streets, there was a large crowd of transfer passengers waiting.

The repair force of the Tenleytown road was augmented about half an hour after the run in by the hurry-up wagon of the Metropolitan railroad, and after working fully an hour and a half longer, the debris was got together in such shape, that it was possible to tow it to the car barns on 32d street. There was some trouble, however, in doing this, and it was perhaps 8:15 o'clock when the wreckage reached its destination.

Previous Accidents. The runaway Saturday is the second that occurred on the main part of 82d street, and the third in all since the railroad has been in operation. Five or six years ago September.

Ready Aug. 29.

SALT-WATER NUMBER OF THE CENTURY.



Articles, Stories, Poems, Pictures,

THE SEA

Cachalot" on "The Way of a Ship"; the author of "The World's Rough Hand" on "The Atlantic Speedway"; the editor of The Century Atlas on The International Date Line in the Pacific Ocean; a true Sea Story of the American Revolution; experiences among Chinese Pirates, by an American naval officer; a thrilling sea story, "Salvage," by Morgan Robertson; sea pictures by Winslow Homer, George Varian, and others; a sea poem by Dr. S. Weir Mitchell; "An American Forerunner of Dreyfus, "-the story of the persecution of a Jewish officer in the U. S. Navy (an incident of the War of 1812); and the opening instalment of SAILING ALONE AROUND THE WORLD.

The experiences of Captain Joshua Slocum in his voyage of 46,000 miles in the 40-foot boat "Spray,"—one of the most notable narratives of adventure ever written,—a delightful biography of the sea, enlivened by incident and humor. Fully illustrated by Thomas Fogarty.

On every news-stand—35 cents.

THE CENTURY CO., N. Y.

car No. 4, a closed vestibule conveyance, AFFAIRS IN GEORGETOWN started from the power house some time in started from the power house some time in the forenoon, one day, owing to a failure of the brakes to work. It dashed down 32d street, and at the curve, just below N street, jumped the track. It ran along, partly on the sidewalk and partly in the street, snapped a trolley pole like a pipe-stem, and plunged into a large telegraph pole, almost in front of the Potomac Fire Insurance Company. The ear went nearly half its length before its momentum was checked.

The second runaway occurred about a year ago, when a car became unmanage-able at 32d and M streets, and started across M street and down the steep hill leading to the river. The brakes would not work, and the heavy vehicle plunged into the boathouse of the Columbia Athletic Club, partly wrecking the building and crushing, as though they were egg shells, some of the boats stored there. The floor

some of the boats stored there. The floor of the boathouse gave way, otherwise the car would have continued on its course and plunged into the river.

The residents of Georgetown are much excited over the matter of these runaways. They have all along looked for fatal results, they say. It is regarded as a piece of exceptional good fortune that no fatalities have as yet been recorded, but there is no guarantee, the people say, that similar accidents will not occur in the future with more serious results. with more serious results.

Demand for Safety Brakes.

When the road was under the old management, some of the residents of this section petitioned the Commissioners to compel the company to equip all of its cars with safety brakes, so that in the event of the chain brake refusing to work, the the chain brake refusing to work, the others could be applied. The grade on 32d street is said to be exceptionally steep for railroading, the only protection to the public being the ordinary chain brake, which frequently fails to properly work. The complaint of the Georgetown people was investigated at the time, it is said, but the only character recommends.

duction of safety brakes on all of the cars running on the line. It is stated that there was a time when the original Tenleytown cars were equipped with track brakes, in addition to the shoe brakes on the wheels, but the track brakes, it is understood, were

TRANS-ALASKAN MILITARY ROAD.

Capt. Abercrombie Reports to the Secretary of War. The War Department has received word

from Captain W. R. Abercrombie, in charge of the Copper River exploring expedition in Alaska. Captain Abercrombie writes from Port Valdez, Alaska, under date of August 5, and informs the Secretary of War that he has posted at the southern terminus of the United States military road through Central Alaska, at the head of Valdez Bay, the following notice:

"United States Trans-Alaskan Military

Infantry.
Capt. John H. Dunn, 28th Volunteer Infantry, has been ordered to join his regiment at Camp Meade, Pa.

ment at Camp Meade, Pa.

Maj. Charles Bird, quartermaster, has been ordered to New York city, on business pertaining to the army transport.

Capt. A. F. Harlpin, 35th Infantry, has been assigned to duty at Vancouver barracks, Washington.

Capt. M. L. Hersey, 9th Infantry, has been assigned to recruiting duty at Philadelphia.

Capt. C. C. Hewitt. 19th Infantry, has

been assigned to recruiting duty at Philadelphia.

Capt. C. C. Hewitt, 19th Infantry, has been ordered to recruiting duty at Syracuse, N. Y.

Maj. P. W. West, inspector general, U. S. V., has been relieved from duty in the Department of Texas and ordered to the 8th Army Corps, in the Philippines.

Maj. F. Von Schräder, quartermaster, U. S. V., has been ordered to relieve Capt. H. E. Wilkins, 10th Infantry, from duty as acting purchasing and depot commissary at Camp Meade, Pa.

Lieut. J. R. Waugh, 39th Infantry, has been assigned to duty at Fort Crook, Neb. Lieut. William Mitchell, Volunteer Signal Corps, now at New York city, has been assigned to duty at, Fort Myer, Va.

Lieut. John Howard, 19th Infantry, has been ordered to Columbus barracks, Ohio, to accompany recruits to Manila. Finlanders Evade Army Service.

Messrs. Bergstroen and Zilliacs, prominent Finlanders of Winnipeg, Manitoba, declare that 100,000 Finlanders have decided to leave their country owing to the recent action of the Russian government in demanding the right to recruit from the Fin-landers for the imperial army, which is claimed to be a violation of the Finnish home rule measure of 1892. It is also as-serted Russia demands \$10,000,000 a year

Plague in Oporto Prison. It is reported in Madrid that a case of bubonic plague has developed in the Oporto

According to advices from Pontevedra, capital of the province of the same name, northeast of Vigo, a soldier belonging to the sanitary cordon at that point was killed yesterday by a bullet from Portuguese ter-

Delay in Extension of the Tenleytown Road to Rockville.

Road May Not Be Running in Time Anticipated-Improvement of Great Falls Road.

The work on the extension of the Georgetown and Tenleytown railroad to Rockville has met with an obstacle, it is stated, and the work is delayed accordingly. The trouble is said to be with the turnpike company. The intention of the railroad syndicate was to have the road completed early this fall, but it may be delayed much longer. It is said that, indirectly, the Baltimore and Ohio railroad is behind the whole matter, not relishing the idea of having the electric line compete with it for the business of the county seat of Montgomery county.

The work on improving the Great Falls electric road has commenced, and before long a double track will be laid between the Georgetown terminal and the point where the double track commences inside the District line. Laborers have been at work for several days grading additional space for the extra track.

Funeral of Alexander H. Jones. The funeral of Alexander Hamilton Jones was held this morning at 10:30 o'clock from the chapel in Oak Hill cemetery, where the interment occurred. The services were conducted by Rev. E. M. Thompthe only change recommended was for each car to be well supplied at all times with a liberal quantity of sand.

In view of the occurrence of Saturday and the talk of a number of Georgetown residents, it is quite likely that another and more emphatic petition will be forwarded to the Commissioners, regarding the introduction of safety brakes on all of the cars. son, assistant rector of St. Paul's Church, about a year ago. He leaves a widow, one daughter, Mrs. J. W. Ridgway, and a granddaughter, Miss B. A. Ridgway, all of whom resided with him.

Tour of the Great Lakes.

Mr. and Mrs. Charles P. Stohlman are now at Lake Canandaigua, N. Y., where they arrived Saturday. They will remain at the resort until Wednesday, stopping off at Watkins' Glen, and arriving home Thursday night. The couple left some weeks ago for a tour of the great lakes, visiting Detroit, Mich., and coming around to Thousand Islands, where Mr. Stohlman passed the time partly in fishing. He caught thirty-two fish one day, the largest of which was twenty-eight inches long. While on the trip a reunion of the Knights of Columbus at Put-in-Bay Island was attended, there being about 800 knights and their lady friends present.

Stricken With Paralysis.

Mr. Philip Hazel, the proprietor of the livery stables on O street, was stricken with paralysis Saturday night about 10:30 o'clock, which affected his whole left side. He was in bed at his residence, 3140 O street, at the time, having retired a few minutes before in perfectly good health. His condition Saturday night was quite serious, he being unconscious all of the time, but yesterday there was a change for the better. This morning he was re-ported to be considerably improved.

Personal Mention. Ernest E. Crown and Charles E. Schofield have gone to the Blue Ridge mountains for a visit of three weeks.

Miss Hilda and Alice Waters are in Pennsylvania on a visit to relatives, where they will remain for some time. Admirai A. W. Weaver of N street, who has been visiting Mr. George W. Casilear at Clarke county, Va., has returned home.

MAY FIGHT AT CONEY ISLAND. Alleged Agreement of Representa tives of Jeffries and Sharkey.

The New York Herald today has an exclusive story to the effect that William Brady, looking after the interests of Pugilist Jeffries, and the manager of Tom Sharkey have agreed to pull off the coming fight, scheduled for next month, at the Coney Island Athletic Club. The managers of Jeffries and Sharkey have been waiting for bids for the past month, and although several have been received, it is now reported that the Coney Island crowd will

get the fight. It is believed that more money can be taken in at the club by the sea than at any other place in this country, and besides be assured of police pro-tection. Although the fight is only a few weeks distant, betting on the affair has been very light, and what little money has been wagered has been at the odds of 10 to 7 in favor of the California lad. Anarchist Talks of Revolution. Enrico Malatesta, the Italian anarchist who recently escaped from a prison in his

own country and came to the United States, addressed a French anarchist meeting in Paterson, N. J., yesterday, and a few hours later spoke to 200 Italian anarchists in New York city.

He told his hearers that the Italian and Spanish workingmen were getting ready for a revolution; and that they were organizing for a great uprising. He said that he would stay in this country about three reactive and organize appropriate ground in months and organize anarchist groups in many of the leading cities.

Fell 1,000 Feet to Death. A dispatch from Tampico, Mexico, says: Another fatal accident has occurred on the Cardenas division of the Mexican Central railroad. A mountain engine was coming flown the steep grade below Cardenas, when it was thrown from the track and fell over

below.

The engineer, who was an American; the fireman, a Mexican, and two Mexican wood passers were carried down to death. \$1.40 and \$1.35 Axminster and Velvet Carpets for 83c. a yard—Hocke's.—Advt.

a precipice into a mountain gorge 1,000 feet

?************************

"The Dependable Store," 922-24-26-28 7th St. and 704-6 K Street.

\$9.50 for \$15 Fall Suits.

The maker was anxious to make a good impression for future orders-and let us have a line of his new fall production at a concession. You reap the benefit tomorrow-when we put the garments on sale. Two styles to choose from-one of new Homespun, in gray and blue-the other in black and blue cheviot. With the new "habit" back skirts-and jackets in fly-front style lined with Roman silk-tailored seams and scalloped edge. Later on we'll have to ask \$15 for their duplicates. \$9.50 for choice.

\$1.39 for \$3.00 All-Wool Skirts.

25c. & 29c. Ribbons, 15c. yd.

A Ribbon bargain of rarest importance—and only quantity enough for the one day's lively selling that's bound to ensue. Numbers 50, 60 and 80 Extra Wide All-silk Plain and Motre Taffeta Ribbons, in every shade that's new and desirable—not a few "off colors." 25c. and 29c. are the regular prices asked. Tomorrow for 15c. a yard.

Bedwear for These Chilly Nights. A caseful of new Double Bedspreads—in neat Marseilles patterns—full size and splendid quality—cheap at 65c.— 41C.

Double Bed Blankets, with borders of red, pink or blue-soft and finely fingleshed with lockstitched edges-a 59c.

Notions Lower.

10c. and 12½c. wide Hercules Braid for kirt lengthening and dress trimming, 5c. yd. 8c. Dexter's Knitting Cotton, 3c. ball. 12c. Kirby, Beard & Co. Mourning Pinsarge boxes—for 5c. 18c. Velvet Grip Hose Supporters, 12c. 5c. and 8c. Curling Irons, 3c. 15c. Soutache Braid, 9c. dezen. 19c. Perfection Shoe Polish, 6c. 5c. Inside Belting, 1c. length. 5c. Hose Darners, with handle, 2c. Embroideries "Cut."

We put on the embroidery counters tomorrow a great line of Swiss, Nainsook and Cambric Embroideries, up to 5 inches wide—which are regular loc. and 12½c, values—in freshly new patterns—and offer them at— A special purchase of Swiss and Cambric All-overs—some with lace inserting—an importer's surplus—which have been selling all season at 75c. and 89c. a yard—go on sale tomorrow 49c.

German Damask, 21c. A bargain that housewives will appreciate. It's a value that's unusual at 30c. a yard. 54 inches wide-good dependable quality, that will serve so well for general every-day use. 21c. a yard tomorrow.

> Two Needs in Domestics.

Tomorrow we shall have a caseful of Unbleached Canton Flannel—in attractive patterns—31 inches wide—on sale as a special bargain at.

An Unexampled Corset Event.

Regular \$1 and \$1.25 ones at 69c. Regular \$2 and \$2.50 ones at 98c.

Value-Attractions in the Basement. Mason's Fruit Jars, pints and quarts, fo

3c. each,
Half-gallon size for 4½c.
Best quality Tin-top Jelly Glasses, 1½c.
15c. Glass Fruit Jar Fillers, with strainer attached, for 9c.
Heavy Copper-bottom Wash Bollers, 59c.
Extra quality Metallic-bottom Wash Bollers

ers, 39c.

25c. Etched Gas Globes, 15c.

10-gallon size Galvanized Iron Garbage
Cans, with tight-fitting covers, \$1 kind for

Our work is made in our own workshops. We have the largest plant south of Philadelphia.

Perfect-fitting garments are guaranteed or money will be cheerfully refunded.



Tuesday Will Be Eighth Day of Sale.

No piece of spring and summer woolens is exempt. We served quit notice on each and every style in the house and they are going-going fast at that.

Economically inclined men know a good thing when they see it. You will find the goods with their original price divided into five lots, as follows:

Lot 1-Your choice of a large range of suitings, former prices were \$9.97 and \$12.47, will be made

Includes all suitings that we sold for \$17.47 and \$14.97. These ranges of goods are really the greatest bargains ever shown in this city. Over 200 styles to select from You should see this line of suitings. Made to order for......

All trouserings that were \$5.47. \$4.97 and \$3.97. Made to order

Mertz and Mertz,

906 and 908 F Street.

Tailors.

The End!

next Saturday night this great below-cost sale of fine furniture and housefurnishings will be a thing of the past. This is positively the last week that you can buy Parlor Suites, Bed Room Suites, Sideboards, Hall Racks, Tables, Lamps, etc., at less than HALF regular prices-and on credit. You have no time to lose.

We are sacrificing our present stock to make room for carloads of new fall goods that are pouring in.

The Bailey
S1 Saw.

Saw.

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